P18

R.D. File No. 467

1939

Collection No.

RC
27/5

Pros. / Serial Nos. 1 – 7

Subject.

Standardisation of road signs

Previous References.

(933/31)

Later References.

R 95/41

RF 262/1941/Jnor

R 314/46

S. 97—(Green).

MFP—695 S&P—(M-1331)—17-12-38—100,000.

NOTES AND PRECIS.

RD **FILE No.** 467 **1939**

Section. File No.

Heading. Serial No.

NOTES.

DEPT. BRANCH

Pros. 19 Nos.

Subject.

Standardisation of Road Signs

Notes and Orders.

933/37

S. 1.

MFP—1406 S&P—(M-2338)—18-3-37—200,000.

Dy.No. 7658 S.N. 1

Two drafts are submitted.

ASRa
2.8.39

A/S.

Await

Dy.No. 9978 S.N. 4

(R) 2

Please see sections 75 of the Motor Vehicles Act, 1939 Traffic signs have been divided into 3 classes (1) Mandatory Signs (2) Cautionary Signs and (3) Informatory Signs. The 3 drawings sent to President, Municipal Commission, are respectively No.8 of class (1), and Nos.2 and 3 of class 3 - please see the Ninth Schedule to the Act. Orders have been asked for ~~whether~~ whether there can be a substitution of words in one of the Traffic Signs.

S.N. 3
Comp 6.

(Not put up) 3

Proposals have been sent to the Political Department for the application of the Motor Vehicles Act to the Station. No modifications have been suggested to section 75 or to the Ninth Schedule. Although the Government or any authority authorised in this behalf may cause any traffic signs to be placed in a public place, such signs as are for a purpose for which provision is made in the Ninth Schedule cannot be altered or modified, except that certain transcriptions in another script may be added. The proposed substitution can, therefore, be made only if the Schedule is

modified

modified in its application to the Station . President Municipal Commission, may be requested u/o. to say in consultation with the Commissioner of Police whether the Political Department must be moved to modify the Ninth Schedule.

AsRao
24-x-39

Secretary.

4 Even if we moved prefer Halt, it is better to have Standardised Signs throughout India, unless there is very strong reason to the contrary

28/10/39.

P.M.C. 610

President, Municipal Commission, c/o M. Station, Bangalore

u/o. No. D. 9978-39/Judl., dated the 28th Oct. 1939

G.C. 59/39
30 OCT. 1939

5 *I have consulted the Commissioner of Police, who thinks that there is no reason why "Halt" should not be substituted for "Dead Slow" so long as the general outline and type of the sign are adhered to and I agree with him. The sign "Halt" is in general use in England and I understand that it is in use in Bombay City also. I suggest that the Political Department may be moved to add the "Halt" sign to the Schedule. It is more necessary in India than*

in

in England.

H H Carlton
11.11.39

To

The Secretary to the Hon'ble the Resident in Mysore,
Bangalore.

U. O. No. Cyf. 59/39 *dated* 11 *November 1939.*

OFFICE OF THE
HON'BLE THE RESIDENT
IN MYSORE, BANGALORE.
13 NOV. 1939
Diary No. 11509
File No. P.9467/39

Draft.
Hsrangar
Asstt.

File is submitted as verbally directed. The Motor Vehicles Act, 1939, is at (R)

Hs Rao
18.11.39

Secretary. I should have explained more clearly. Under Sec. 75 of the M.V. Act the Signs are Standardized throughout Br. India, and no variation allowed In the C&M Station we follow Br. Indian Legislation & in applying Acts to it, only where there modifications required by local conditions. What If these Signs are to be in Operation in Bombay Madras, Calcutta etc

4

we have not got much reason for holding that local conditions here necessitate different signs from those used for the big cities. Even if we don't agree entirely with the Br Indian Legislation we must stick to it unless we have very strong reason for showing that Bangalore should be an exception. The only reason would be if anyone make a sign with Heart, Main Road Ahead. we could then say that local uniformity is important & ask for the variation

20/11/39

4183/B/39 Collects

3. I enclose a note by the Commissioner of Police on the subject and a copy of letter No.574/151, dated the 10th January 1940 from the Commissioner of Police, Bombay, referred to therein. I thoroughly agree with the Commissioner of Police. Every one interprets "Dead Slow" in his own way and I think it is a useless sign.

W.H. Carleton

The Secretary to the Hon'ble the Resident in Mysore, B'lore.
U.O.No.4183-B-40 dated the 24th January 1940

I spoke to Mr. Mitchell about this. He pointed out that the standard signs could not be altered under the Act in any part of British India. He also said with some justification that '~~Constable~~ a constable ~~stood~~' could not be posted ~~at~~ in every road junction and that it was perhaps preferable to have a sign which allowed certain latitude instead of one which admitted of being deliberately disobeyed, if the disobedience of the sign could not often be checked. He also mentioned incidentally that Bombay have got a lot of peculiar signs of their own which are in many respects not satisfactory. I do not think however that we need argue on the merits of the case. The main thing seems to be uniformity with Bangalore City. Mysore are now drafting their Act. Will Commissioner of Police find out from the I.G. of Police, Mysore, whether he wishes to have the ~~different signs~~ 'Slow' & a 'Halt' signal. If he wants the 'Halt' signal; we can ask for that modification when applying the Act to the Station on the ground that uniformity in the whole of Bangalore is necessary, especially in view of retrocession. I hope this enquiry can be made early, since we want to put the Act into force with as little delay as possible.

Central Govt. Road Engineer.

H Haigar

30.1.40.

Commissioner of Police (U/O)

10 Mr. Mitchell told me that the objection to the 'Halt' sign was because it would usually work correctly since. This seems to me partially fallacious as a reason but could not be [illegible]

in any case, at every place there a law may be broken The point is that a law that is clear concise definite & cannot be argued about and Bangalore particularly a law that bears nothing to the (non existent) discretion of the average motor driver

11 I would rather have no sign at all than one that will create the real danger of designating a main road & giving main road traffic the right to expect free passage & right of way, but at the same time will allow entry from a side road without a definite order to stop & look first, & a step & to limit encroachment on the main road

12 Actually there will be few instances where there will be a stop sign that will affect the Visitor to Bangalore The sign is mainly for worthy for the small roads connecting residential quarters with no through fares; and it would not affect the motorist twice at all if

we decided that one condition of traffic regulation special sign

13 the Stop sign should be kept. There are many intersections where there is a clear view and it is not necessary to stop e.g. at BRV corner if there was not a roundabout only the central street on the north side would need the stop signal because this is absolutely no view or for traffic coming from the north Sharada there is a clear view on all other sides

14 I have spoken to I.G.P. Mysore. He agrees that there may be cases where the Halt sign would be preferable to the "Dead Slow"

15 I have also spoken to Sir Harold Colam He is willing to introduce the "Halt" as an alternative to "Dead Slow" He will put it before the Traffic Board meeting in March

16 I would suggest amply adding in our Rules to the Standard Dead Slow "sign that HALT may be substituted for "Dead Slow with a corresponding Road Line, in special cases where the Transport Authority finds it necessary

OFFICE OF THE
HON'BLE THE RESIDENT
IN MYSORE, BANGALORE.
3 FEB. 1940
Diary No. 1329
File No.

must be done in the Act.

P.T.O.

2/2/40

Resubmitted to the Hon'ble the Resident.

17 Commissioner of Police has conclusively proved the necessity for the 'Halt' sign on certain roads. In para 13 it is shown that only a few intersections will bear the 'Halt sign and the rest the usual 'Dead Slow' sign. This means that it is not a complete substitution that is required which can only be brought about by a modification of No.8 of Part A- Mandatory Signs. Authority is sought to use the 'Halt' sign in addition to the 'Dead Slow' sign.

(R) 18 Please see section 75 of the Motor Vehicles Act, 1939. Sub-section (1) confers power on the Resident to permit traffic signs to be placed for the purpose of regulating motor vehicle traffic. Sub-section (2) requires that signs for any purpose for which provision is made in the Ninth Schedule shall be of certain description. It appears that this will not preclude the placing of any other traffic signs for purposes other than those for which provision is made in the Ninth Schedule, namely for the purpose of making a vehicle stop and not proceed dead slow when there is a main road ahead.

19 The next question is regarding the penalty for driving not in conformity with a new sign, not included in the Ninth Schedule. Please see section 78. It lays down a duty to comply with signs included in the Ninth Schedule. The purpose of the words "included in Part A of the Ninth Schedule" is not clear. Please see rule 206 of the Model Rules, however. The Municipal Commission may be authorised to place the proposed traffic sign with any suitable design: please see S.N.4 (P.U.C.). If the proposal is not for immediate enforcement, the Resident may authorise the use of the sign under section 75(1) of the Act after its application to the Station. President. Municipal Commission, may perhaps see for such action as is considered necessary.

Ahafi/2/(1) (Part-1) (Part)

ASRao
8.2.40

Secretary

20 a doubtful point. Is sign 8 in the ninth Schedule Part A erected for the purpose of regulating traffic approaching a main road, or for the purpose of making traffic go dead slow when approaching a main road? I think we should refer to Political Dept. because conviction whether under 206 of Rules will depend on this point and it seems foolish to let our prosecution rest on a doubtful point, which any lawyer will raise when he sees the working of the rule we can write on in the draft below, which D.M. may see now.

Examined (put up)

Bangalore
9/2/40.

D.M. o/o

21

N.B. We can act now under Sec. 75 (3), but its a bit late & anyway we may want to add more afterwards

OFFICE OF THE COLLEC... 12 FEB. 1940 No...b.a.g...b...40 C. & M. STATION

District Magistrate, C & M. Station, Bangalore

R/o No. D. 1329-40/Judl., dated the 9th Feb 1940

10

22 Seen. Thanks.

H.H. Carlton

17/2

The Secretary to the Hon'ble the Resident in Mysore, B'lore
U.O.No.609-B-40 dated the 14th February 1940.

23 Draft for approval.

18/2/40.

18/2
Resident

S. N. C5, 1582

1.70

24

(R) - Yes

(put up) Not to be

Please see paras 17 & 20 of notes. In view of section 78 of the Motor Vehicles Act, 1939, and Rule 206 of the Model Rules, the matter is still arguable and open to doubt (in spite of the present ruling of the Political Department), whether Resident is competent under section 75(1) to cause a sign to be placed which is not included in the Ninth Schedule. In any case until a Court of Law pronounces a verdict on the point, the matter must be taken to have been settled.

25

The position is that under the Motor Vehicles Act, 1914, as applied to the Station and which is now in force the Municipal Commission is the authority competent to make rules. [Please see the Bangalore Motor Vehicl Rules, 1927.] They can now erect the traffic sign propos - which can be entirely different from the sign containe in the Ninth Schedule -, and under section 78(3) of the Act of 1939, the validity of its continuance even after the commencement of that Act is secured. If this procedure is adopted, the question of action under secti 75(1) of the Act after it comes into force does not aris Alternatively, the action now taken can be regularised in accordance with the provisions of the new Act when it comes into force; in other words identically the same action may be taken under section 75(1) of the Act when it is applied to the Station. Perhaps President, Municipal Commission, may see the file u/o. before an official reply is sent to his letter dated the 25th September 1939.

put up.

PSRao
15.4.40

26

Secretary

If it is considered that the signs should be erected at once, as I assume is the case this can be done under the existing Rule & its future validity will be ensured u/s 75(3) of the 1939 Act when applied.

PHC

President, Municipal Commission, c/o Sta. Station Bagabag

s/o No. R.F. 46 7-39/Insp, dated 17 H April 1946

12

Thanks.

27 We shall adopt the suggestion

H.H. Cartwright
27.4.40

To

The Secretary to the Hon'ble the Resident in Mysore, Bangalore

U.O.No. Sgt. 29/40 of 29/4/40

Secy. J 30/4 A.M. 1/5

OFFICE OF THE
HON'BLE THE RESIDENT
IN MYSORE, BANGALORE.
30 APR. 1940
Diary No. 4394
File No.

28 Draft is submitted with reference to para 26.

(from para 24)

P.R.a
30.5.40
11

J 13/5 Secretary. Issue. A.M. 13/5.

29

S. N (7) Issue

Dr. 14/5/40

Record

P.R.a

SN
237

TELEGRAMS:
Communications.

GOVERNMENT OF INDIA.

Department of Communications.

No.R75.

Dated Simla, the 14th July 1939.

From

W.H.J. Christie, Esquire, I.C.S.,

Under Secretary to the Government of India,

To

The Hon'ble the Resident in Mysore.

Subject:- Standardisation of traffic signs to indicate:-
(1) Road Junction Approach,
(2) End of Speed Limit, and
(3). Main Road Ahead.

Sir,

× S N. 1
Cor. p. 1
F. 933-37

(E) In continuation of the Department of Industries and Labour letter No. C 75, dated the 5th J u n e 1937, I am directed to forward fifteen sets of dimensioned drawings of the three traffic signs mentioned above, which are included in the Ninth Schedule to the Motor Vehicles Act, 1939 and to request that they may be forwarded and their adoption suggested to the Mysore Government.

I have the honour to be,
Sir,
Your most obedient servant,

Under Secretary to the Government of India.

D.A: Referred to.

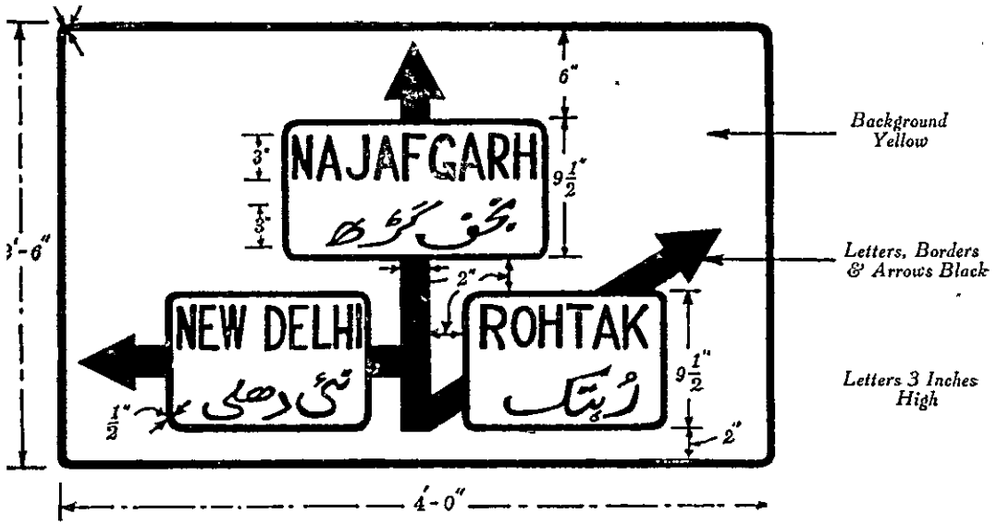
J./12/7

9M/13/7

INFORMATORY SIGN

No. 2: Road Jcuntion Approach

[Part C, Ninth Schedule to the Motor Vehicles Act, 1939.]



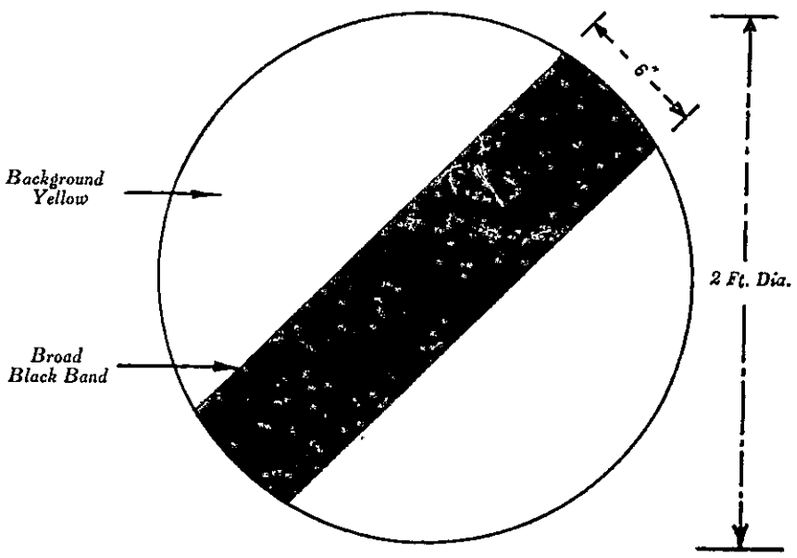
Note :— This sign is intended for use at approaches to important road junctions and should indicate the name of the nearest important towns on each of the roads branching off from the junction and also the angle of bifurcation of the roads.

The lettering in the above design is illustrative only.

INFORMATORY SIGN

No. 3: End of Speed Limit

[Part C, Ninth Schedule to the Motor Vehicles Act, 1939.]



Note :— This sign may either :

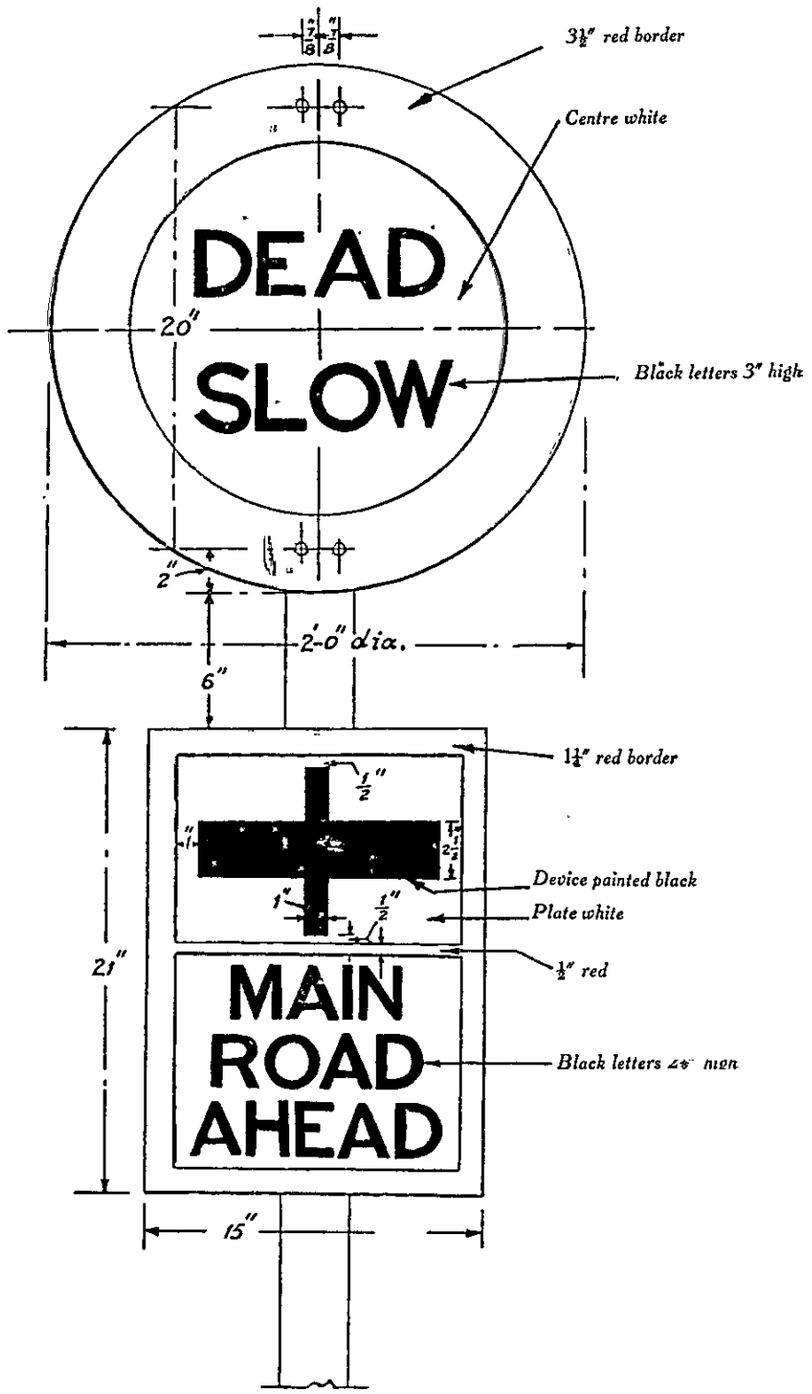
(1) be used as a separate sign to be placed on the left of the road ; *or*

(2) be painted on the reverse of the existing speed limit sign (Mandatory sign No. 1)

MANDATORY SIGN

No. 8: Main Road Ahead

[Part A, Ninth Schedule to the Motor Vehicles Act, 1939]



2 drafts / Draft 1 Issue 28

DEPARTMENT.

BRANCH.

R.Dis.No.F. 467-39 / Judl — File No. / Serial No.

Issued n.p. 7-8-39

Draft Letter / Memorandum / Telegram

Class for telegrams — INLAND: Immediate / Important / Express / Ordinary | FOREIGN: Immediate / Important / Ordinary / Without priority

No.

Dated 7/15 August 1939

To

To be issued on

Issued on

1st Reminder

2nd Reminder

3rd Reminder

Heading:

Case or Diary No.

If post copy of telegram required

Date of despatch of above

List of enclosures 36

(Code word for telegrams.)

The Secretary to the Government of Mysore, Public Works Department.

Standardisation of traffic signs to indicate-
(1) Road Junction Approach,
(2) End of Speed Limit, and
(3) Main Road Ahead.

Sir,

In continuation of my letter No.F.933-37/R.O.II., dated the 17th June 1937, I am directed to forward twelve sets of dimensioned drawings of the three traffic signs mentioned above, which are included in the Ninth Schedule to the Motor Vehicles Act, 1939, and to suggest ~~xxxxx xxxxxxxxxxxxxxxx~~ for the consideration of the Government of Mysore that if there is no objection, they may kindly be adopted in future, where required.

I have etc.,

for Secretary to the Resident

(E) × S.N. 2 / Cor. p. 6 / F. 933-37

S. 5.
MGIPC—S5—1595(S&P)MFP—(M-944)—6-3-39—60,000 Pads.

1/8/39

2.8.39

2 drafts / Draft E

Issued 7-8-39

SSW 2/9

DEPARTMENT.

BRANCH.

R.Dis.No.F. 467-39 Judl., — File No. / Serial No.

Draft Letter / Memorandum / Telegram

Class for telegrams — INLAND: Immediate / Important / Express / Ordinary | FOREIGN: Immediate / Important / Ordinary / Without priority

No.

Dated 7/15 August 1939.

To be issued on

Issued on

1st Reminder

2nd Reminder

3rd Reminder

Heading:

Case or Diary No.

If post copy of telegram required

Date of despatch of above

List of enclosures 6

(Code word for telegrams.)

To

The President, Municipal Commission, Civil and Military Station, Bangalore.

Standardisation of traffic signs to indicate -
(1) Road Junction Approach,
(2) End of Speed Limit, and
(3) Main Road Ahead.

(E) S.N.3 / Corr.7 / F.933-37

Sir,

In continuation of endorsement from this Residency No.933-37/R.O.II, dated the 17th June 1937, I am directed to forward two sets of dimensioned drawings of the three traffic signs mentioned above, which are included in the Ninth Schedule to the Motor Vehicles Act, 1939, with the request that the dsigns may be adopted in future, where required.

I have etc.,

5.8

Assistant Secretary to the Resident.

ICB/5895

S. 5.

MGIPC—S5—1595(S&P)MFP—(M-944)—6-3-39—60,000 Pads.

Asst. 2.8.39

S. N. 4

5—3,000—12—5—39.

No. Q.T.59/39

CIVIL & MILITARY STATION, BANGALORE,
MUNICIPAL OFFICE.

Dated 25th September 1939.

From

H. H. CARLESTON, ESQ., I.C.S.,
President, Municipal Commission,
Civil and Military Station, Bangalore.

Mr. Hamer

98467/39

To

The Assistant Secretary to the Resident in Mysore,

Bangalore.

OFFICE OF THE
HON'BLE THE RESIDENT
IN MYSORE, BANGALORE.
26 SEP 1939
Diary No. 9978
File No.

Sir,

Standardisation of traffic signs to indicate -

(1) Road Junction Approach,
(2) End of Speed Limit, and
(3) Main Road Ahead.

With reference to your letter R.Dis.No.F.467-39/Judl., dated the 7th August 1939, I have the honour to enquire whether we can substitute "Halt" for "Dead Slow" in the traffic sign relating to No.(3) above.

* S.N.3
Cor. p 6.

I have the honour to be,
Sir,
Your most obedient servant,

C Hamerton

for President, M. C.

MVL.
25-9-39.

U.O.No.1958/M.N/39 dated the 17th January 1940 from the Commissioner of Police, Civil and Military Station, Bangalore.

---:0:----

Reply from Bombay is sent herewith.

I see no reason why we should not do the same as they are doing. The sign is <u>essential</u>, is in use all over England, and I see no reason why we should not see that we get it adopted as standard if we consider it necessary. Someone has got to make the first move in every case.

It is no use saying "slow" to people who don't know what proper driving is. The only thing is a clear and unmistakable order, breach of which can be prosecuted.

"C O P Y"

M. Ferrier

SHERISTADAR.

25-1-40

Letter No.574/151 of 1940 dated the 10th January 1940 from the Commissioner of Police, Bombay to the Commissioner of Police, Civil and Military Station, Bangalore.

----:0:----

Subject:- Re: Traffic sign "Stop, Main Road Ahead".

With reference to your letter dated 27.11.1939 and subsequent reminder No.1958/M.V. dated 8.12.1939, I have the honour to inform you that the traffic sign "Stop - Main Road Ahead" which is in use in Bombay City has been designed as required by rule 57, made under section 22(1)(b) of the Bombay City Police Act (quoted below for your information).

"Rule 57.- The following roads have been declared as main roads:-

Queen's Road.
New Queen's Road.
Huges Road.
Pedder Road.
Chowpatty Sea Face.

The traffic on these main roads shall have the right of way at all times over traffic emerging on them from minor or side roads, and the traffic on minor or side roads shall come to stop before entering the main roads"

It will be seen that the rule has been made under the Bombay City Police Act and therefore no action is being taken to embody the sigh in the schedule of Standard Signs in the Motor Vehicles Act, 1939.

"C O P Y"

M Eerbaffer
SHERISTADAR.
25-1-40

* * * * * * *

206. Traffic signs to be observed- Every driver of a motor vehicle shall drive the vehicle in conformity with any indication given by a traffic sign, the erection of which is permitted under sub-section (1) of section 75 of the Act.

* * * * * * *

S.N.5

R.Dis.No. F.467-39 Judl.

From

The Hon'ble Lt. Col. J. H. Gordon, C.I.E., O.B.E., M.C.,
Resident in Mysore.

Issued 21/2/40 D.H.

To

The Secretary to His Excellency
the Crown Representative, New Delhi.

Dated Bangalore, the 21st February 1940.

STANDARDISATION OF TRAFFIC SIGNS.

Sir,

I would be grateful for a reply to my letter No.F.532-39/ Judl. dated the 28th September 1939, as I wish the new Act to be put in force in the Civil and Military Station as soon as possible

2. I wish to erect at a few important road junctions a sign as in schedule IX, Part A, sign No.8, with the substitution of 'Halt' for 'Dead Slow'. The purpose of this proposal is that I consider it essential in the interests of safety at a few dangerous road intersections. I understand that the Government of Mysore also intend to use such a sign, and uniformity between the Civil and Military Station and Bangalore City will therefore be secured. I would be grateful for a ruling whether the erection of such a sign is permissible under the terms of section 75 of the Act, as I am doubtful on the point. If not, I request the addition of a sign as described, as item 9 of Part A of schedule IX to the Act in its application to the Civil and Military Station.

I have the honour to be,

Sir,

Your most obedient servant,

Lieut. Colonel,
RESIDENT.

BJ

S. N. 6 No.D.521-I.B./40.

RF 532/39

From

The Secretary to His Excellency the Crown Representative,

15.4.40

OFFICE OF THE HON'BLE THE RESIDENT IN MYSORE, BANGALORE. 15 APR. 1940 Diary No. 3839 File No.

To

The Hon'ble the Resident in Mysore.

Dated New Delhi, the 8 April 1940.

Motor Vehicles Act, 1939.

Sir,

I am directed to refer to paragraph 1 of your letter R.Dis.No.F.467-39 Judl dated the 21st February 1940 and to say that the draft Notification received with your letter No.F.532-39/Judl., dated the 28th September 1939 is being examined in consultation with the Administrative Department of the Government of India concerned, and that a reply will be sent to you as early as possible.

× S. N. 5 Cor. p. 11

2. With reference to paragraph 2 of your letter under reply, I am to say that under section 75(1) of the Motor Vehicles Act (IV of 1939) you are considered competent to erect a traffic sign similar to sign No.8 in Schedule IX, Part A, with the substitution of 'Halt' for 'Dead Slow' If therefore the erection of a few 'Halt' signs in Bangalore is an urgent necessity, there would be no objection to your erecting them temporarily particularly as it is understood that in Mysore and Bangalore the alternative of 'Dead Slow' will not be used at all. If subsequently, as seems to be intended, a standard "Halt" sign is devised differing sufficiently from sign No 8 in Part A of the Ninth Schedule to avoid the possibility of confusion, it will then be for your consideration whether the new sign should be adopted or the temporary signs

(Yellow)

retained.

I have the honour to be,

Sir,

Your most obedient servant,

G. Hancock

for Secretary to His ~~Excellency~~ the Crown Representative.

SNG

The reply to this communication should be addressed to the Secretary to the Resident in Mysore, Bangalore, by designation and not by name.

No. R.F.467-39
Judl.

FROM

THE SECRETARY TO THE HON'BLE THE RESIDENT IN MYSORE.

To

The President, Municipal Commission,
Civil and Military Station, Bangalore

Issued 15/5/40

Dated Bangalore, the 15th May 1940

STANDARDISATION OF TRAFFIC SIGNS.

SIR,

SNG

With reference to your letter No.G/59/39, dated the 26th September 1939, I am directed to say that you can erect whenever desired, the traffic sign proposed under the Motor Vehicles Act now in force in the Civil and Military Station, Bangalore, and its future validity will be ensured under section 75(3) of the Act of 1939, when it is applied.

I have the honour to be,
Sir,
Your most obedient servant,

SECRETARY TO THE RESIDENT.

TAS.